

AERIAL PHOTOGRAPH

[Date of Photo: November 10, 2006]





AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	74	87
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	38° 06' 15.42" N	38° 06' 18.93" N
LONGITUDE	76° 04' 07.19" W	76° 04' 10.28" W
MEAN MAX TEMPERATURE OF HOTTEST MONTH	87° F	SHAW
AIRPORT TERMINAL AREA (SQUARE FEET)	(55,100,400 SQ FT)	SHAW
INDICATED VARIATION	17' 15"	-----
DATE OF INDICATED VARIATION	2/85	-----
SPREAD SERVICE LEVEL	SHAW	SHAW
SPREAD COVERING CROSSING COMPONENT		
ALL WEATHER	(60,000 X 10,000) FT	SHAW
AIRPORT REFERENCE CODE	0-0	SHAW
TAXISIDE LIGHTING	YES	SHAW

RUNWAY SAFETY AREA DETERMINATION						
RUNWAY END ID	STANDARD RSA		ACTUAL RSA		RSA DETERMINATION	DATE APPROVED
	LENGTH BEYOND RUNWAY	LENGTH BEYOND RUNWAY	VARIATIONS TO RSA ALONG SIDE OF RUNWAY			
4	1,000	1,000	NONE			
22	1,000	200	NONE			
15	200	200	NONE			
	200	200	NONE			

LEGEND		
EXISTING	DESCRIPTION	ULTIMATE
	RUNWAY CENTERLINE	
	AIRPORT PROPERTY LINE	
	ADJACENT	
	RUNWAY SAFETY AREA (RSA)	
	RUNWAY OBSTACLE FREE AREA (OFA)	
	RUNWAY PROTECTION ZONE (RPZ)	
	TAXIWAY OBSTACLE FREE AREA (TOFA)	
	TAXIWAY SAFETY AREA (TSA)	
	AVIATION BARRIERS	
	LAND ACQUISITION	
	RECYCLING BEACON	
	RUNWAY VISIBILITY ZONE	
	AIRPORT REFERENCE POINT	
	AIRPORT BUILDINGS	
	FENCE	
	GRASS/GRASS/CLEARER CRITICAL AREA	
	WIND TIED/DESIGNATED CIRCLE	
	CHANGING ELEVATION CONTOURS	
	WELLS	
	AIRPORTS	
	RAIL	
	ADJACENT CRITICAL AREAS	

NOTES

1. FASE APPROVAL OF THIS AIRPORT TRAIL PLAN IS REPRESENTATIVE ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT OWNER IS REQUESTED TO SUBMIT FOR REVIEW, THE FINAL, DETAILED TRAIL PLAN AND THE PROPOSED FACILITIES. THE AIRPORT OWNER'S REVIEW OF THE TRAIL PLAN AND THE PROPOSED FACILITIES AND ANY ADVERSE EFFECT ON CONTIGUOUS WYD OR AIRPORT APPROACHES AND GROUND MOVEMENTS, WHO COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT APPROACHES, MUST BE SUBMITTED TO THE AIRPORT OWNER.

2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.

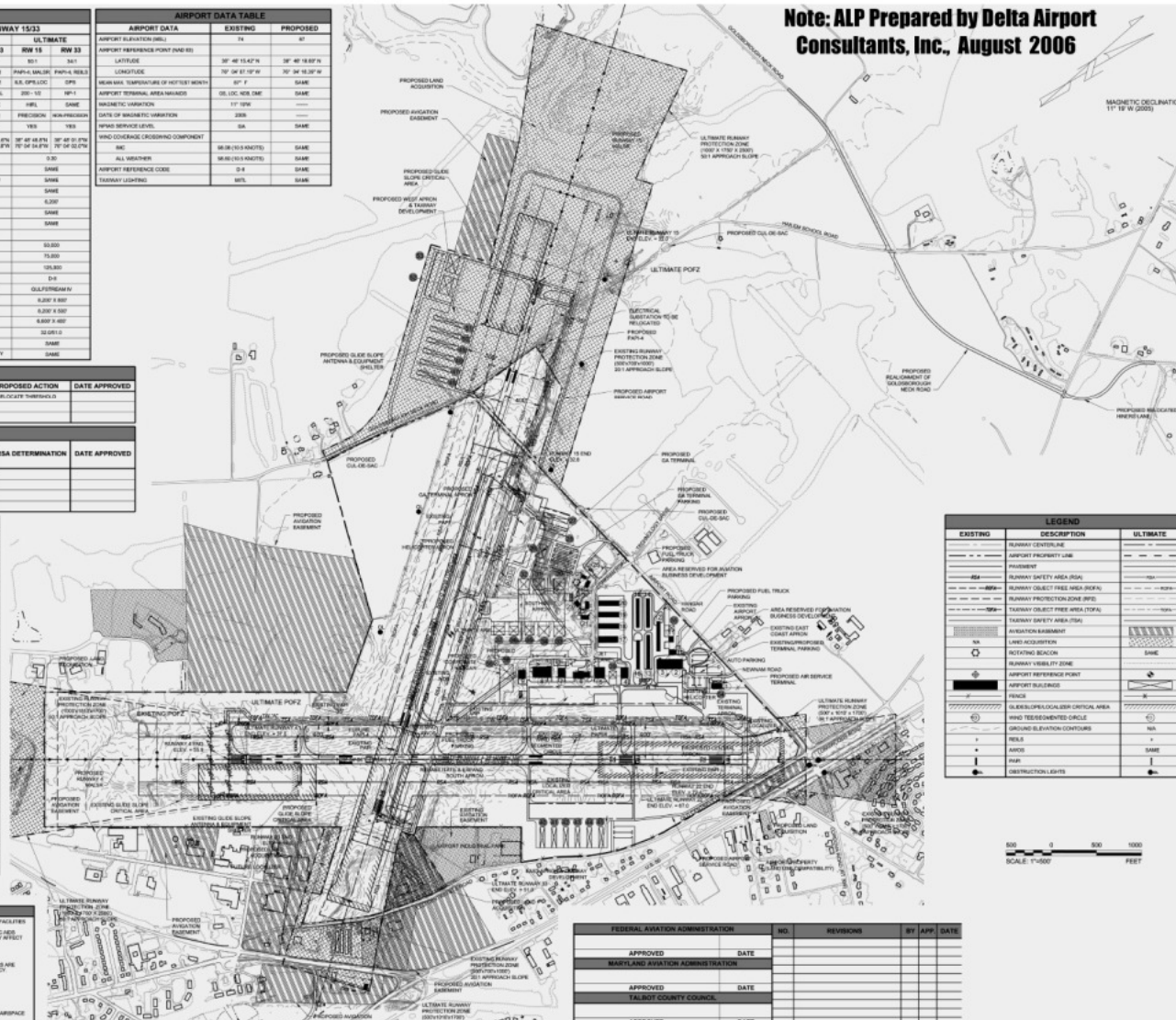
3. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL SPOT ELEVATION STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM RADAR AND TERRESTRIAL DATA AND ARE APPROXIMATE. PLANNED OR EXISTING GRADE SURFACES ARE RECOMMENDED TO MEET APPROACH.

4. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83.

5. BOUNDARY RESTRICTION LINE (BRL) IS DEFINED ON THE TERMINAL AREA (AIRSIDE)/DRAWING.

6. THERE ARE NO OBVIOUS PENETRATIONS TO THE EXISTING THREE-DIMENSIONAL SURFACES (TDS).

7. PROPOSED OBSTRUCTION LIMITS ARE SHOWN FOR DEMONSTRATION OF WYD SIZE AND ACTUAL LOCATION WILL BE BASED ON AIRSIDE.





PURPOSE AND NEED



Runway 22 Threshold Relocation (1,000 feet)

- ♦ FAA Runway Safety Area (RSA) Program Compliance
- ♦ Infeasibility of creating required RSA and ROFA dimensions for existing threshold location
- ♦ Connected Action:
 - Construction of Taxiway E at end of relocated threshold

Runway 4 Threshold Relocation (200 feet)

- ♦ Required to accommodate previously approved Instrument Landing System equipment within existing Airport property

Runway 15-33 Extension

- ♦ Master Plan Update identified need for 6,200 feet- 6,900 feet of runway at ESN
- ♦ Providing needed length on Runway 4-22 impractical
- ♦ Connected Actions:
 - Realignment of Goldsborough Neck Road / Closure of Airport Road
 - Acquisition of Property Interests (Fee Simple/Easements)
 - Relocation of electrical substation
 - Installation of NAVAIDS

Construction of Fuel Truck Parking Pads

- ♦ Meet Demand of Existing and Future Tenants

Construction of Inner Taxiway

- ♦ Provide additional access from apron to Taxiway B

Construction of East Apron and Hangar Facility

- ♦ Master Plan identified need for additional apron and hangar space to meet existing and future demand
- ♦ Connected Action:
 - Construction of Airport Service Road

RUNWAY SAFETY AREA ISSUES

